1. Basic information

1.1 CRIS Number: 2003/005-026.05.01

1.2 Title: Enhancing border control and development of border surveillance at Estonian Eastern Border

1.3 Sector: Justice and Home Affairs

1.4 Location: Estonia

2. Objectives

2.1 Overall objective

Efficient border management at future EU external border.

2.2 Project purpose

Selected problematic border sections satisfactory covered at Estonian eastern border.

2.3 Accession Partnership and NPAA priority

In the Accession Partnership (AP) 2001 the following priorities and intermediate objectives have been identified for Estonia for the ability to assume the obligations of membership in the field of justice and home affairs (chapter 4 Priorities and intermediate objectives).

- Ensure implementation of the Schengen Action Plan;
- Pursue border demarcation with Russia; strengthen border management and control, including sea surveillance.

The National Plan for the Adoption of the Acquis (NPAA) 2002-2003 action defines the following activities in the field of external border control (chapter 24.1)

- Develop the infrastructure for border guarding (construction of missing border guard buildings and, if necessary, the restoration of existing buildings). /.../ Reconstruction and construction of border stations – Luhamaa, Narva, Narva-Jõesuu, Tallinn and Vasknarva (SCH/ Com- ex (97) decl 4)
- Reinforcement of guarding of the state border by adding supplementary surveillance devices at the Estonian-Russian border. Procurement of additional thermo-cameras, video-surveillance systems and sensors. SCH/ Com- ex (97) decl 4)
- Creation of conditions for organising training which meet the professional requirements established for border guards. Reconstruction of the Border Guard School and the development of the training system and the material technical basis. SCH/ Com- ex (98) 26.
- Adjustment of the Border Guard organisation with EU requirements – increase the number of staff used for the border control at the external borders and recruiting personnel for new positions (ca 50 people a year). Schengen Common Manual, Chapter 2.2.

2001 Regular Report on Estonia’s progress towards accession states (chapter 24 Overall assessment):

“Progress has been registered in alignment with, and implementation of the acquis in the field of control of external borders, and as regards preparations for the Schengen acquis. As regards external borders and preparations for Schengen, border management is functioning
satisfactorily. However, a national border management strategy still needs to be developed. Further investment in equipment and manpower is needed, in particular at the Southeastern border with Russia. Border Guards are an effective and motivated corps, and their number has been increased.

There is a need to modernise equipment, transportation and infrastructure and to guarantee that there are no reductions in mobile sea, air and land border patrols. Sea border surveillance requires urgent action. /…/ Last but not least, improvement of living and working conditions of Border Guards is important.”

2002 Regular Report on Estonia’s progress towards accession states (chapter 24 Overall assessment):
“As regards external border control, border management is functioning satisfactorily. However, further alignment with the acquis is needed: in particular, amendments to the State Border Act and the new Border Guard Act still need to be adopted. Border control should be further reinforced by improving staffing levels, equipment, training and infrastructure, including the living conditions of Border Guards. Staffing levels in the Border Guards are a particular concern in the medium term and the targets of the Schengen Action Plan risk not being met in this regard. The establishment and implementation of a sea surveillance system, which has experienced some delays, should be accelerated. A proper border management plan should be devised with the aim of further developing border control capacities. To improve coordination between law enforcement agencies at the border, the foreseen agreement between Border Guards and the Police should be completed. Training of Border Guards should be reinforced regarding issues such as the application of refugees and asylum rules and specialised training for passport control and detection of falsified documents.“

2.4 Contribution to National Development Plan
N/A

2.5 Cross Border Impact
Training in detection of falsified documents and improved technical means and facilities have positive impact on suppression of illegal cross border activities and illegal migration.

3. Description

3.1 Background and justification

Background
Border Guard is a civil institution with military structure under Ministry of Internal Affairs and has legal power equal to that of the police.

The main tasks of Estonian Border Guard are:
- Guaranteeing the sovereignty, inviolability and defence of the Estonian state border;
- Checking of persons and means of transport at border check points;
- Border surveillance in-between border check points;
- Intelligence work and investigation to prevent illegal migration and crossing of the state border;
- Co-operation with respective border guard and police authorities of other countries in the field of combating illegal migration and organised crime;
- Preventing smuggling of goods in-between border check points;
- Control of the legitimacy of foreigners’ stay in Estonia;
- Search and rescue operations at sea as well as land operation in case of aircraft accidents;
- Discovering, localisation and liquidation of sea pollution;
- Assisting other law enforcement authorities in securing law and order in border areas;
- Participation in national defence.

Border Guard is composed of:
- the Board of Border Guard is central institution co-ordinating activities of other border guard institutions and planning the development of the border guard as a whole;
- eight Border Guard regions that manage and co-ordinate the activities of border guard stations (40) and border crossing points (61) as well as secure the border control, prevent crime and illegal immigration;
- Border Guard School;
- Narva-Jõesuu Border Guard Training Centre;
- Neeme School for Border Guard Dogs;
- Border Guard Patrol Boats Division and Central Service Base;
- Border Guard Aviation Group is separate institution that also belongs to the composition of Border Guard.

Border Guard operational area includes border parishes and towns, areas of border waters belonging to Estonia, territorial and inner seas with islands, the economic zone as well as airports and ports open to international traffic. In order to prevent illegal migration and crime, the Boarder Guard performs operative-pursuit activities on the whole territory of state (see also annex 10).

Border Guard regions at the Eastern border, consisting of 15 stations and 8 border crossing points. After regaining independence Estonian border guard took some stations over from Russian Border Guard. Already at that time the situation of those stations was not satisfactory. There were no border stations on Estonian-Russian and Estonian-Latvian border.

The main tasks of border guard stations (hereinafter border stations) are:
- directing the guarding of Estonian state border;
- combating illegal immigration, illicit trafficking and other cross-border illegal activities between border crossing points;
- search and rescue operations at sea and border-waters (border stations placed next to sea or border-waters).

Length of the Estonian Eastern border – the border between the Republic of Estonia and the Russian Federation – is 392,4 km of which land and lake border is 338,6 km. The Eastern border (see annex 10) is divided into sections between three border regions (Ida-Viru, Peipsi and Kagu), with the length from 109 km up to 207 km. Besides stations are international crossing points also belonging to the competence of the border guard regions. As soon as Estonia joins Schengen, the eastern border of Estonia becomes a part of the EU external border that increases substantially responsibility at this section of the border. The Eastern border of Estonia, future external border of EU, will play an important role in preventing illegal immigration and smuggling. For example according to the 2001 statistics 2678 persons were detained at the Estonian border from which 1702 were detained at eastern border i. e. around 60 % of the persons caught at the border are caught at the eastern border.

Board of Border Guard has experience from making drawings and building (by tender) 5 stations and renovating 5 stations. The activities of the current project have been listed and budget has
been made on the ground of the mentioned experience (last facilities are Varnja and Värksa border stations, that are similar to those in Luhamaa, Alajõe and Mustajõe both by the functions and construction). Board of Border Guard has also experience from organising international tender for procuring of the sea surveillance system (7 foreign companies took part) and for procuring technical equipment in the frame of PHARE project (see item 3.2).

In order to build the stations it is necessary to carry out a tender for design works and building works. Feasibility study has been conducted by Board of Border Guard for three border stations and surveillance equipment to be procured.

All needs are not addressed in this project, current project focuses on most critical aspects of upgrading infrastructure on eastern border. It has been impossible to indicate all needs in NPAA (e.g. Mustajõe and Alajõe stations) as it compiled on yearly basis and takes into account the possibilities of state budget and capabilities of Estonian authorities. It would not be realistic to start most of the construction contracts in the same year.

The project contains the analysis of border guard training curricula, consultation (advice) on organisation of the training on detection of falsified documents for different levels as twinning light (TWL) component. A training component is foreseen also for using of surveillance devices.

Considering the nature of the project, no NGOs were consulted during the project preparation process. The project aims at institution building at the central government level and the NGOs are not seen as directly benefiting or having a role in the project’s activities.

Justification

There is a threat for Candidate Countries of becoming target or transit countries of illegal/criminal activities after joining EU. Therefore it is essential to develop further capabilities of guarding external borders. After implementation of current project approximately 90% of housing needs at Estonian eastern border will be met and additional territory (16% of river and land border at eastern border) will be covered by technical surveillance (meaning better performance under good weather conditions, with limited precipitation 7 % will be covered).

In order to guarantee that Estonian border guards are trained in accordance to EU developments and best practices, it is necessary to analyse present curriculum of Border Guard School and draft recommendations for improvements. As current curriculum is elaborated by local experts, its relevance in longer term (especially in the context of joining EU) must be assessed.

In 2001 there were approximately 12,8 million border crossings registered in Estonia. Since this number will increase during coming years, there is a need for specialised training in detection of falsified documents. It is foreseen to improve knowledge and practical skills in this area among 65 officials. Trained officials will carry out training for remaining staff.

3.1.1 Supporting strategies

Main activities for the development of border guard have been stated in action plans approved by the Government. On 20 June 2000 the Government approved The European Integration Development Plan for Home Affairs. On 24 July 2001 the Government approved The Schengen Action Plan for the implementation of requirements of the Schengen acquis. The Action Plan including clear activities has been evaluated during last peer review in the field of
JHA (01.-03. July 2002). One of the conclusions was “The Schengen Action Plan is a good document and it continues to be implemented satisfactorily although its activities should be supported by adequate funding.”

Implementation of the Action Plan is underway and activities described in current project are part of the Plan. Mustajõe, Alajõe, Narva, Vasknarva stations are in the most critical situation that facing the danger to be closed, since they do not meet the requirements set with the norms of legislation (requirements for constructions, environmental requirements). Poor condition of the border stations is also stressed in mission reports of Justice and Home Affairs Peer Reviews 2001 and 2002.

On 18 February 2003 the Government approved “Priority development trends of border guard until the year 2007”. The Strategy is the basic development document of the Border Guard, which is composed in co-operation by the MoIA and the Board of Border Guard. Based on the strategy the Board of Border Guard will compose yearly action plans. Current project is designed to contribute in meeting strategy’s objectives. Special attention paid to the eastern border is in accordance with priorities laid down in the strategy.

The strategy stresses that Estonia has to reach as high level external border control as possible by the time of accession. It means that all persons and vehicles are systematically checked and by this internal security of Estonia and European Union are met. The same goal must also be met by effective surveillance of border between check points, using mobile units, technical devices and service dogs.

The first priority is efficient border surveillance at Estonian-Russian border. One of the goals to achieve this is to increase motivation of the personnel by improving service and recreation conditions. Infrastructure needs investments to the full extent of the eastern border. Priority Development Trends: “There is a need for new border stations at Narva-Jõesuu, Mustajõe, Luhamaa, reconstruction is needed in Narva, Vasknarva and Alajõe stations...
…in order to guarantee efficient border control and prepare for border management according to Schengen principles supplementary training is needed for border guards performing document control at the border check points.”

There is a National Investment Programme (see annex 6, published in the State Gazette no 114 on 10 October 2002) for 2003-2006 that among other needs identifies investment needs for reconstruction of border stations and procurement of surveillance devices during this time period. Current project covers part of foreseen activities.

European Commission (EC) has registered the progress but investment in equipment and manpower is needed and improvement of living and working conditions of border guards is important. Very much the same is emphasised in the final report of Phare Horizontal Programme "Migration, Visa, External Border Control". EU member state’s experts analysed performance and overall situation of the border guard under PHP.

Besides, following documents concerning management of the external borders of the EU, oblige to develop Estonian surveillance system:
- Schengen Convention;
- Catalogue of Recommendations for the Correct Application of the Schengen Acquis and Best Practices (Council of the European Union (Brussels, 8 February 2002) document 5018/1/02 REV 1 SCH-EVAL 1 COMIX 4);
Document of the European Union K.4 "Guide for effective practices for controls of persons at external frontiers".
3.1.2 Infrastructure

State border is divided between border stations into basically guarded border sections no longer than 30 km with border guard units placed as close to the border as possible but not further than 2 to 3 km from the border. Border sections can not be too long otherwise the management of border station will lose control over their section, the maintenance cost of vehicles will increase and the reaction time to border incidents will delay. From border stations the border guarding is directed and managed at given border section. Therefore it is necessary to have acceptable work, non-work and sanitary conditions so that border guards could plan and direct the guarding of border, prepare for their shift, rest, put themselves in order after their shift and eat. At the time these conditions miss or are unacceptable in these border stations that could not be reconstructed or rebuilt. This fact leads to low motivation of border guards, irrational maintenance costs and diminished operational activities.

Status of the 15 border stations

6 from border stations placed at eastern border are renovated or newly built (Punamäe, Varnja, Mehikoorma, Värskä, Saatse and Piusa stations). In 2002-2003 two Border Guard stations (Narva and Vasknarva stations) will be reconstructed from state budget.

Within the current project three border stations (Luhamaa, Alajõe and Mustajõe stations) will be built in 2003-2005 with the assistance gained from Phare.

At Estonian eastern border as at future EU external border it is also necessary (the problems are similar to Mustajõe station) to build Narva-Jõesuu border station and one border station by Lake Peipus (instead of Omedu and Ninasi stations). These two stations could not be included to the current project because the land property and specific location issues have not been solved. As regards Toila and Narva-Jõesuu stations, the location of these stations must be decided and land procured before construction works. Also due to many capacious ongoing or planned projects (procurement of sea surveillance system; reconstruction of Border Guard School, Narva and Vasknarva border stations) it is not possible for Estonia to construct Luhamaa, Mustajõe and Alajõe border stations and procure surveillance equipment on its own.

3.1.2.1 Alajõe station

In 1979 Alajõe station of the Peipsi Border Guard Region was originally built as a rescue centre. The responsibility area of the border section under surveillance of the station at Lake Peipus is 180 km². The location of the station is good and enables to use the launch and hovercraft efficiently in fulfilling the tasks set in front of the station and to carry out visual surveillance of the lake. The threat for illegal border crossing is biggest in this region – part of the lake covered by Alajõe station is covered with ice in winter. There is also relatively good road infrastructure in both sides of the border. The location of the Alajõe station is optimal for rapid response of illegal border crossings.

According to the statistics of the Board of Border Guard, the average number of illegal border crossings in the border section of the Alajõe station is 30 per year. At the same time one of the tasks of the station is to rescue people from this part of Lake Peipus. For statistics see annex 12. Significant quantity of illegal activities and search and rescue operations taken place on Lake Peipus belongs to the territory of Alajõe border station.

The building is depreciated and needs to be reconstructed. In 1998 the room of the orderly officer was repaired and the communication mast was built. Restrooms were repaired in 1999
and roof in 2001 – only urgently needed repair works were carried out in the station building. In 1999 a hall for the hovercraft was built next to the station. These works were financed from the state budget. There is a need for new facilities, as present facilities do not meet the functional needs of the border guard.

At the moment there is not sufficient working space in the station and also room conditions do not meet the health protection standards. At present the condition of the station is very poor: acceptable working, accommodation and sanitary conditions enabling border guards to plan and direct border surveillance, prepare for their shift, rest, put themselves in order after their shift and eat are missing. There are two rooms with the size of 26 m² (58 m² is planned into the new building of the station) to be used for the service, where the working conditions do not meet any standards. The territory of the station (in the size of 6,137 m² is state owned) is not fully fenced nor guarded. There is no sewerage system.

In summary following problems will be solved with this project:
- currently there is not enough necessary space in station for every-day work;
- rooms conditions do not meet the standards laid down for health protection and sustainable use of technical equipment;
- current transport costs are irrational;
- current conditions can result in some health problems within the border guards working there;
- present station could jeopardise the environment.

3.1.2.2 Luhamaa station

At the present moment border control is executed from the Misso station (opened since September 1993) in Kagu Border Guard Region, located in Misso settlement. Both, the border between Estonia-Russia (32 km) and the Estonian-Latvian state border (54 km) are controlled from this station. The Misso station is located approximately 11-25 km from the eastern border. The particular place of the station was selected due to its relatively good location (for that time) to cover eastern and southern border (crossing points of Murati and Luhamaa and Pihkva-Riia highway are nearby) and the two-storied building given by the Misso rural municipality (there were no resources to build new one). Misso station building is old and depreciated, as there is not sufficient facilities (working and recreation space, technical rooms, no internet connection etc) to cover 80km of border - it is not reasonable to reconstruct it.

There is need for new station at eastern border because of:
- to improve border surveillance and reduce reacting time to border violations;
- to have back up unit for the Luhamaa border checkpoint;
- irrational maintenance costs of the Misso station.

An area situated in Hindsa village, Misso parish has been chosen as new location. This place will remain as a centre of the section of the Estonian-Russian land border guarded by the future Luhamaa station, from where it is 400 m up to the Luhamaa crossing point. This location will make it easier to send patrols to the border, increases the reaction speed and economises costs. Thanks to savings it is possible to increase the frequency of patrolling and checking of possible border crossing areas (coverage of border surveillance). The location also enables to bring additional forces quicker to the crossing point and, if necessary, to close the territory in order to prevent unauthorised (henceforth - illegal) crossings of border and entering inland. One of the crucial points was also closeness of communications on the bases of the Luhamaa crossing point that was ready in October 1998. The area of Luhamaa station is located at the
crossing point of the highways and is also hidden from undesired eyes. There are access roads and a high voltage power line, which is situated at the distance of 250 m. Misso station will be closed in the coming years and its functions as regards southern border (internal border in the future) will be taken over by other station at southern border. The new location has been geodetic measured (surveyed) and the land is state owned according to Regulation no 107 of the Misso rural municipality administration of September 13, 1997. There is a directive of the Minister of Internal Affairs on the land of Luhamaa station belonging to the state. There are no legal obstacles for starting project activities.

3.1.2.3 Mustajõe station

The Mustajõe station of the Ida-Viru Border Guard Region guards 16,6 km long border section of the Narva River. At the present the Mustajõe station complex consists of the administrative and residential buildings that were constructed in 1967.

It is not reasonable to renovate the existing buildings of the Mustajõe station. Sewerage network is totally depreciated and there is no sewage cleaning system. The Ida-Virumaa Environmental Service has issued prescriptions to bring the sewerage system into order. The station is situated in unsuitable location (3-4km away from the border), it is too big, unfunctional (appropriate service rooms are missing - room for a duty officer, detention room, room for special technical equipment etc) and the buildings are in unsatisfactory condition (no sewerage system, in some cases roof is leaking etc).

The present station is located 3 km from the border of River Narva. Roads going towards the border are curvy and depending on the circumstances (whether going by a car or on foot) it takes 15-45 minutes to reach the border. As it is a river border, boats are being used for patrolling, which causes another problem – it is not possible to keep a boat constantly on the river (there is neither no special place to keep it nor 24 h guarding). Thus there is a need to transport the boat into a special hangar or to guard it (one border guard has to guard it during night time). In order to make service to the boat, one has to go specially to the place the boat is kept at.

The region is a holiday resort and the number of the people increases remarkably during summer period and thus also the number of potential violations (i.e. fishermen or possible rescue operations). For statistics see annex 12. New location of the station would solve problems concerning the launch (until now it is kept 3 km from the border and it has to be transported to the river, keeping on the river requires round-a-clock guard).

The station will be built to a new location in order to:
- to improve border surveillance and reduce reacting time to border violations
- have a better overview of the situation at the border;
- irrational maintenance costs of the Mustajõe station.

The choice of the new location of the station is finalised. There is a directive of the Minister of Internal Affairs on the land of Mustajõe station belonging to the state. The land grant procedure will be finalised in 2002. There are no legal obstacles for starting project activities.

3.1.3 Surveillance devices

Methods and means used to guard the border are chosen according to the conditions, type of border and natural circumstances. General guarding methods are: patrol, observation,
surveillance and investigative activities, use of electronic detection and observation devices in important directions.

The Estonian Eastern border (these are from North to South):
- the River Narva at the mouth of the Golf of Finland;
- the River Narva through the Town of Narva;
- South of the Town of Narva through the middle of reservoir Narva;
- again along the River Narva to point of exit from Lake Peipus;
- through Lake Peipus.

In the south of Lake Peipus the landborder is less obviously defined, often following property lines.

In some places in the town of Narva the riverbed is dry and can be crossed easily on foot or with a vehicle. In the south of the Lake Narva and partly the riverbank are impenetrable swamp and woods. The width of the river varies and in places there are islands in the river. In the summer there is heavy leafy vegetation along riverbanks, which provides excellent natural camouflage. In the South of Lake Peipus, the terrain is hilly and wooded.

Illegal border traffic mostly consists of different boats. In winter the trees are bare, the ground, the river and the lakes are frozen and covered with snow. Illegal border crossings occur on foot, in snowmobiles, wheeled vehicles and aircraft.

The number of technical devices procured at the border sections varies according to incidents happened at given section. At Estonian-Russian border the average number is 1 guard per 1 km of border. Approximately 60% of persons illegally crossing the border is assured together with the use of technical guarding devices, intelligence activities and rational planning of border guard. At eastern border 6 radars in use cover the Lake Peipus by 100%; partly is covered Narva reservoir, River Narva and Lake Lämmijärv. There are 3 surveillance vehicles in use which cover together 24 km i. e. 7% of river and land border at eastern border within 8 hours (depending on the battery). Additionally 1100 m of guard cable is installed at the eastern border. 9 sets of mobile sensors are in use which cover together 1145 m. As a result of these facts 5% of land border at eastern border is covered with maximum electronic security, 12% of river border and 100% of Lake Peipus border.

The surveillance equipment to be procured enables to cover an important section on River Narva i. e. 9% of its total length. 16 km i. e. 7% of river and land border at eastern border could be additionally covered with mobile surveillance equipment.

3.1.3.1 Mobile surveillance equipment

Partial technical surveillance system exists on the Eastern border of Estonia. This system consists of radars and various types of proximity and Moving Target Indicator (MTI) sensors. It is necessary to augment the existing data collection systems with additional information sources.

The objective of this component is to improve and to complement the data provided by the other sensors and sources, concerning information which is critical to the efforts to reduce the likelihood of illegal border crossings. This means:
- the detection and identification of targets either alone or in conjunction with other sensors;
- operating day and night in all seasons.
Surveillance equipment technical requirements will be composed by the Estonian Border Guard in a way that they would reduce the likelihood of border violations and apprehend a maximum number of those still attempting to do so. The effects of the demographic factors in the vicinity of the border and the presence of the natural barriers have naturally influenced these requirements. Surveillance equipment is needed to detect, track and identify humans on foot, in vessels, and in land or aerial vehicles, who attempt to cross the border illegally.

The installed camera system shall be deployed from a motor vehicle. Mobile surveillance equipment gives flexibility in improving the control (in case of circumstantial changes it is easy to re-locate the vehicle). Mobile surveillance devices are needed for several reasons – the technology is developing quickly and thus modern equipment is needed, we need to have replacement vehicles for the ones in repair and also in order to better guard the bigger territory with surveillance. Mobile surveillance equipment enables flexible season-oriented planning of the work.

Mentioned equipment is meant to be used at the eastern border of Ida-Viru and Kagu Border Guard Region eastern border.

3.1.3.2 Stationary surveillance devices

In August 2002 five illegal border crossings occurred in the area, where surveillance equipment (cameras and radar) is planned to be installed. The area under discussion remains active recreational fishing area in connection with the districts for holidays. There is a good road net on both sides of the River Narva (along the border section of the Mustajõe station).

At the present moment there is a 16 m high observation tower, that does not meet fully the standards for equipping it with additional equipment. At least one person must carry out surveillance at the tower. This surveillance covers 500m of border to both sides of tower (only at day-time and good weather conditions). There is no surveillance performed from the tower as it lacks night vision devices.

This part of River Narva can be accessed by car and it is also possible to launch crafts in this place. It is possible to walk on foot on the bank of the river and also use crafts. The River Narva is devious, 100-300m wide, there are several small islands in the river, the bank is covered with trees and bushes and thus it is difficult to carry out surveillance activities. No surveillance equipment is being used at the Mustajõe operation region at the present moment.

Every day border guards must drive at least twice between station and tower for switchover but it takes resources (every day 14 km).

Today border surveillance is weakened in this important border section as there is not round a clock surveillance from the tower and some resources are not used in the best way. New surveillance equipment gives a possibility to watch this territory (8km) round a clock, to ascertain objects and part of the staff can be used for guarding other border sections. Transportation costs will also be saved and used for patrolling.

The equipment will be installed 400 m from the new station, thus remaining in the center of the operation area of the station covering the main (the most risky) part of the area. The tower must be 30 m high to have better overview and to cover longer distance with radar and surveillance cameras. The equipment will be remotely controlled from the new Mustajõe station.
In order to equip the Mustajõe station with these devices it is necessary to work out technical specifications and carry out a tender for supply. To prepare the tender documents expert will be ordered in the spring of 2003 finance from PPTMF.

3.1.4 Training

In 2002 Director General of Board of Border Guard approved a development plan of the Border Guard educational system for the years 2002-2008. Due to the development of the organisation and tasks and in order to ensure professional education vocational training courses will be organised in three different areas: green border, blue border and passport control. One training session used to last 25 weeks, starting from autumn 2002 it will last 40 weeks. Existing vocational standards made the bases to complete the curricula.

Under current project the curriculum of Border Guard School will be analysed and improved in order to meet developments in EU and guarantee good performance of Estonian border guards after accession. Also complementary specialised training is required for II and III level specialists in the field of detection of falsified documents. Specialised training is needed since today there has been no such training and Estonia is lacking such kind of specialists.

Considering the nature of the project, no NGOs were consulted during the project preparation process. The project aims at institution building at the central government level and the NGOs are not seen as directly benefiting or having a role in the project’s activities.

3.2 Linked activities:

**Phare**
The electro-optical sensors for the surveillance of the Eastern border were installed and were operating by December 1999 under ES9620 programme (total budget 2 million euro (MEUR). The mentioned programme enabled the procurement of three surveillance vehicles, 3 items of hand held and 1 item of stationary cameras. The listed equipment is used in the Ida-Viru and Kagu Border Guard Region. Situation where the equipment have a failure is complicated because to repair it takes at least one month and there is neither other possibility to replace nor to get temporarily another vehicle to this border section.

In 1996 - 2000 database equipment were procured (workstations, printers, servers, software) under ZZ 9704 programme (total budget: EUR 750 000).

In 1996 - 2000 Supply of travel document analysis equipment (portable documents forgery detection system, video spectral analyses workstations) under Phare National Programme (total budget: EUR 300 000).

In 2002 the project “Developing the readiness to implement SIS” (financed under Phare 2001) was launched. The main purpose of the project is to join the Schengen Information System (SIS) and to prepare national information systems so that they could operate together and will be ready for integration into SIS. The SIS project has no direct links with current project.

Under Phare 2003 National Programme a project fiche on drug issues is prepared under the leadership of the Custom Authorities. It will be a common project between custom authorities, Board of Border Guard and police authorities. Main emphasis is paid to the training of the staff in the field of drug detection.
In April 2002 Estonian side signed final recommendations of Phare Horizontal Programme “Migration, Visa and External border management”.

Bilateral

In 1992 three ships were received from the Finnish Frontier Guard and 3 control boat from the Swedish Coast Guard.
In 1993 five motorboats were received from the Finnish Frontier Guard.
In 1993 six cars were received from Finland.
In 1993 2 planes L-410 were received from Germany.
In 1994 one ship was received from Norwegian Navy and two cutters from the Finnish Frontier Guard.
In 1995 10 new snow scooters were received from the Swedish Coast Guard, from which all are used in the Peipsi Border Guard Region.
In 1995 two ships and one cutter were received from the Finnish Frontier Guard, one cutter and three motorboats from the Swedish Coast Guard.
In 1995 two fully equipment container workshops and spare parts for repairing ships with the value of EUR 26,628 were received.
In 1996 three new cutters were received from the Finnish Frontier Guard.
In 1996 five new radars were received from Sweden as an aid. Four of them were located on the eastern border and one on the Ruhnu Island. Building of radar masts including power supply was financed from the state budget.
In 1997 new radar with the total cost of 146,965 EUR was received as a donation from Denmark, from which 20% was financed from the state budget.
In 1997 one ship was received from the Coast Guard of the USA.
In 1997 border control equipment (endoscopes, special mirrors, radiation detectors) was received from the American Embassy.
In 1997 the Finnish Ministry of Foreign Affairs gave new an Edison-system (Edison TD Travel and Residence document software)
In 2002 one ship was received from the Swedish Coast Guard.

Other

In 1994-1995 twelve observation towers were built to the Eastern border from the state budget in the total amount of 121,405 EUR.

In 1995-1996 a data network (connected to 15 different points) was built to the Eastern border, that secures the data exchange, phone connection and improves radio connection. This investment, in the amount of 958,466 EUR, was financed from the state budget.

In 1998 the surveillance system of the Eastern border was built on the ground of the contract signed between Thomson – CSF (stationary radars, mobile radar, video cameras, motion detectors ) in the total cost of 6,900,959 EUR. It was financed with bank loan. The surveillance system enables to guard totally the Narva reservoir, Lake Peipus and Lake Lämmijärv at the Eastern border.
In 1998 initial tasks to elaborate the sea surveillance system were started and in 2001 the procurement contracts of sea surveillance system and radar masts were signed. The tasks of the sea surveillance system are the following:

- Surveillance of the external border of Estonian territorial waters, territorial waters and inland sea with the purpose to secure the protection of the state border and to prevent possible attacks from sea and air;
- Surveillance of the Estonian economy zone;
- Surveillance of the vessel traffic in order to grant the security at sea;
- Leading and co-ordinating search- and rescue operations;
- Co-ordination and planning of spending border guard resources.

Sea surveillance system concerns Estonian territorial water and inland sea. The sea surveillance project includes also the Eastern border (37 km) and it is financed from the state budget. The total cost of the project is 35.8 million EUR, of which 10 million EUR has been already spent. Building of the radar mast was started in 2002. The planned deadline of the sea surveillance project is 2005.

In the autumn 2002 a new teaching building was built to the Border Guard College because of the increase of the period of study from 25 weeks to 40 weeks and the number of student places up to 140 (currently 40) in order to improve the quantity and quality of teaching, knowledge level of the border guards. The new teaching building was financed from the State budget. This helps to increase border surveillance coverage.

Following investments has been made from the state budget in the past:

- In 1996 Saatse station with the total cost of 39,200 EUR were built in Kagu Border Guard Region and Piirissaare crossing post with the total cost of 55,730 EUR were built in Peipsi Border Guard Region.
- In 1998 a Punamäe station with the total cost of 527,000 EUR was built in Ida-Viru Border Guard Region and Varnja station with the total cost of 578,000 EUR was built in Peipsi Border Guard Region.
- In 1995-1998 Mehikoorma station (226,000 EUR) was renovated and a new building for technical equipment (110,000 EUR) was built in Peipsi Border Guard Region.
- In 1998 Piusa station (408,000 EUR) was renovated in Kagu Border Guard Region.
- In 1999-2000 Värska station (575,200 EUR) was built in Kagu Border Guard Region.
- In 2000 the Narva station (96,000 EUR) was partly renovated in Ida-Viru Border Guard Region.

3.3 Results

Infrastructure is established at the Alajõe, Luhamaa and Mustajõe stations at the Eastern border of the Republic of Estonia, the stations have special surveillance devices and the BG has a comprehensive curricula and capability in detection of falsified documents.

The concrete results are the following:

3.3.1 Curriculum of basic training of operational staff meeting the requirements of “Catalogue of Recommendations for the Correct Application of the Schengen Acquis and Best Practices” and 45 officials trained in detection of falsified documents and 20 officials trained for in-depth checks.

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1 For the indicators please see ANNEX 1 – Logical Framefork Matrix
2 Council of the European Union (Brussels, 8 February 2002) document 5018/1/02 REV 1 SCH-EVAL 1 COMIX 4
3.3.2 Three border stations constructed and equipped at Estonian eastern border:
   3.3.2.1 the Alajõe border station is reconstructed;
   3.3.2.2 the Luhamaa border station is built, furnished and equipped;
   3.3.2.3 the Mustajõe border station is built, furnished and equipped;
3.3.3 Two vehicles based and one stationary surveillance devices are put into operation.

3.4 Activities

3.4.1 Contract 1 - Twinning light (TWL) component (150,000 EUR)

Within current project a short-term expert analyses border guard curricula and gives recommendations to the organisation of training according to EU best practices. Also a training course on detection of falsified documents for document experts is provided on the basis of the Schengen activity plan. \(\text{SCH/Com-ex (98) decl 1}\). The basis is also Council Recommendation of 28 May 1998 on the provision of forgery detection equipment at ports of entry to the European Union (OJ C 189, 17/06/1998 p. 0019 – 0020)

A short-term expert (expert B) will carry out a training course for the II grade specialists in the field of discovering falsified documents. During 3 10-days courses 45 officials will be trained. III grade experts (20 officials) will be trained in teaching specialists and high-level control by short-term expert C. Course includes 10-days training sessions for two groups (a’ 10 officials).

**Expert A** (58,000 EUR; 66 working days over 4 months)

The task of the expert is to analyse training curriculum of the School of Border Guard (with special emphasis on EU related and border guard courses). The analysis must be based on EU best practice and it must include detailed recommendations for improvement of curriculum. After 4-day fact finding mission expert will carry out analysis in 3 months and presents recommendations. Necessary information, contacts and work place will be guaranteed for the expert.

**Profile of expert A**

Excellent knowledge in guarding EU external land border, passport control and surveillance;
Relevant working experience at least 8 years;
Pedagogical experience;
Preferably experience in introducing and implementing Schengen requirements and training;
Good command in English.

**Expert B** (37,900 EUR; 34 working days over 3 months)

The assignment will start with 4-day fact finding mission in order to prepare and implement training courses on document control for II level officials (3 10day training courses for 15 officials). It is possible to include police and Citizenship and Migration Board officials in the training. Necessary information, contacts and training facilities will be guaranteed for the expert.

Training topics should be:
- document types (exhaustively treating all travel document types in use);
- technical aid for II level control and the use of those;
- Contemporary security features of documents;
- Falsification detection methodology, incl.:
- Detection of entry modifications;
- Change of photography on documents of different security level;
- Indirect means for detection of falsified or genuine documents (alternative sources of additional information);
- Relevant legislation.

**Profile of expert B**
Excellent knowledge in II level document control and detection of falsified documents;
Relevant working experience at least 8 years;
Pedagogical experience;
Good command in English.

**Expert C** (35,400 EUR; 24 working days over 4 months)
The assignment will start with 4-day fact finding mission in order to prepare and implement training courses on document control for III level officials (2 10-day training courses for 10 officials). It is possible to include police and Citizenship and Migration Board officials in the training. Necessary information, contacts and training facilities will be guaranteed for the expert.

Training topics should be:
- Technical means for level III control and their handling;
- Introduction of relevant legislation;
- Documentation of falsified documents;
- Drafting of document description;
- Drafting of expert’s report;
- Documents of different states and their characteristics;
- Generalisation and analysis of information concerning different documents.

**Profile of expert C**
Excellent knowledge in III level document control and detection of falsified documents;
Relevant working experience at least 8 years;
Pedagogical experience;
Good command in English.

**Member State project leader** (10000 EUR; 12 working days over 5 months)

Tasks of the MS project leader
- Project monitoring;
- Budget monitoring;
- Delivering invoices to the CFCU;
- Supervision of report writing and reporting;
- Coordination of project activities and back-office support

**Profile of project leader**
Experience in project management (preferably in international training projects)
Knowledge in Phare rules and procedures
Working experience at least 8 years;
Good command in English.
3.4.2 Contract 2 (works) – design work, reconstructing or building of the border stations (Alajõe, Mustajõe, Luhamaa) (1,628,100 EUR; finalised by May 2005)
Costs of design and building works of the stations are calculated on the bases of experiences of previous stations (see also annex 9).
Board of Border Guard elaborated feasibility study in November 2002 (see also annex 4). 1. Design work and reconstructing of Alajõe station (462,225 EUR)

Facility in Alajõe will be managed by 14 border guards (and up to 28 in emergency situations).

The description of building complex is under mentioned.
A. The station building with:
- command centre;
- communication / technical room;
- weapons storage room and warehouse and weapon cleaning room (currently missing);
- 2 rooms for temporary custodial (currently missing);
- observation place;
- 2 offices;
- complex of accommodation rooms;
- training class (currently missing);
- sports and rest areas (currently missing);
- non-work rooms (toilets, bathrooms, sauna, changing room furnished with lockers) incl. also clothes drying room with tumble dryer (currently missing);
- complex of economic and technical rooms (economic warehouses, boiler room);
- development of an attic (half of the floor surface must remain unfurnished for temporary accommodation in emergency situations and the other half has to be developed as work rooms).
Premises should be furnished and equipped (incl. kitchen).

B. Supplementary facilities with:
- garage for the initial maintenance;
- storage space for the launch;
- heated storage space of the replacement generator incl. generator and fuel stock (currently missing);
- heated complex of accommodation rooms (currently missing);
- insulation of the hovercraft hangar.

C. Facilities for service dogs:
- 3 kennels (consisting of running area together with a kennel).
Spaces must be constructed with wire net and timber fences, and the roof from light wood construction.

D. Technical constructions:
- water supply (incl. bore well);
- boiler plant with heating system;
- electricity (renovation of the whole system);
- filling station;
- sewerage with sewage treatment equipment;
- communication system;
- security system of the station area;

E. Roads for access, parking lots, provision of public services and amenities (planting of greenery, boundary fence, training square)
2. Design work and building of the **Luhamaa border station** (615,450 EUR)

Facility in Luhamaa will be managed by 26 border guards (and up to 52 in emergency situations). The total area of the territory is 1.5 ha.

The project needs to be drawn up. The description of the building complex is following:

**A. Station building with:**
- command centre;
- communication / technical room;
- weapons storage room and warehouse, weapon cleaning room;
- 2 rooms for temporary custodial;
- offices;
- canteens with kitchen, storage rooms and utility rooms;
- complex of accommodation rooms;
- training class-common room that should be connectable with canteen’s room;
- sports and rest areas;
- non-work rooms (toilets, bathrooms, sauna, changing room furnished with lockers);
- complex of economic and technical rooms (warehouses, boiler room, room where fuel is stored, room for switchboard);
- development of an attic (half of the floor surface must remain unfurnished for temporary accommodation in emergency situations).

Premises should be furnished and equipped (incl. kitchen).

**B. Supplementary facilities with:**
- roofed open-sided shelter (henceforth – carport) for service vehicles;
- heated garage with vehicle hoist for the initial maintenance (cars, launches, snowmobiles, waverunners);
- heated storage space of the replacement generator incl. generator and fuel stock;
- heated group of economic rooms.

**C. Facilities for service dogs:**
- 6 kennels (consisting of running area together with a kennel).

Spaces must be constructed with wire net and timber fences, and the roof from light wood construction).

**D. Technical constructions:**
- water supply (incl bore well);
- boiler plant with heating system;
- electricity (the whole system);
- filling station;
- sewerage with sewage treatment equipment;
- communication system;
- security system of the station area.

**E. Roads for access, parking lots, provision of public services, landing site for helicopter and amenities (planting of greenery, boundary fence, training square).**
3. Design work and building of the **Mustajõe border station** (550,425 EUR)

Facility in Mustajõe will be managed by 20 border guards (and up to 40 in emergency situations).

Before starting building works it is necessary to draw up a project. The description of the building complex is following:

**A.** The station building with:
- command centre;
- communication / technical room;
- weapons storage room and warehouse, weapon cleaning room (currently missing);
- 2 rooms for temporary custodial (currently missing);
- 2 offices;
- canteens with kitchen;
- storage rooms and utility rooms;
- complex of economic rooms;
- training class-common room that should be connected with canteen’s room;
- sports and rest areas;
- non-work rooms (toilets, bathrooms, sauna, changing room furnished with lockers);
- complex of economic and technical rooms (warehouses, boiler room, room where fuel is stored, room for switchboard);
- development of an attic (half of the floor surface must remain unfurnished for temporary accommodation in emergency situations).

Premises should be furnished and equipped (incl. kitchen).

**B.** Supplementary facilities:
- carport for service vehicles;
- heated garage with vehicle hoist for the initial maintenance (cars, launches, snowmobiles, waverunners);
- heated storage space of the replacement generator incl. generator and fuel stock;
- heated group of economic rooms.

**C.** Landing stage of the launch.

**D.** Facilities for service dogs:
- 3 kennels (consisting of running area together with a kennel).

Spaces must be constructed with wire net and timber fences, and the roof from light wood construction).

**E.** Technical constructions:
- water supply (incl. bore well);
- boiler plant with heating system;
- electricity (the whole system);
- filling station;
- sewerage with sewage treatment equipment;
- communication system;
- security system of the station area

**F.** Roads for access, parking lots, provision of public services and amenities (planting of greenery, boundary fence, training square)
3.4.3 Contract 3 (supply) - Supply and installation of surveillance devices (1,546,500 EUR)
Technical specification will be drawn up by the Board of Border Guard and procurement expert. Mobile and stationary surveillance devices will be procured. The relevant contract will include instalment and training (training for maintenance personnel and users).
Board of Border Guard elaborated feasibility study in November 2002 (see also annex 4).

Mobile surveillance device should consist as minimum of (the list is compiled by the Board of Border Guard on the grounds of previous procurement of similar devices. See also 3.2):
- a vehicle;
- electro-optical (EO) sensor head (Thermal Imager, Laser Range Finder, day-light colour CCD (Charge Coupled device) camera;
- elevation mast for the EO;
- Global Positioning System (GPS) controlled north-finding compass system;
- air conditioning / heating system;
- 2 off work stations, equipped with 4 off 17’’ Thin Film Transistor (TFT) Colour Monitors and 2 off Video Cassette Recorders (VCR), ruggedised computer, ≥1,2 GB – COTS, wiring;
- Autonomous generator;
- Battery Pack;
- Antennas;
- Automatic levelling system.

Stationary surveillance equipment consists of stationary surveillance devices (surveillance can be executed day and night), tower (replace the 16 m tower with 30m) and a fence surrounding it and the security system, data communication from tower to border station and emergency power supply.

3.5 Lessons learned

Ministry of Internal Affairs is currently implementing three Phare projects: Police training and educational system, Developing the readiness to implement SIS and Program of information system for criminal investigation. All projects cover separate field of justice and home affairs. As regards project implementation the decentralised approach has been most successful. Direct beneficiaries are implementing the projects having designated or employed project managers and assisting staff for proper implementation. Problems arising from different awareness of Phare procedures have been solved by closer cooperation and coordination of projects and training.

The Board of Border Guard has experience in implementing Phare projects under ES9620 programme - as the programme was managed under the Centralised Implementation System by Task Manager at the DGI/B2 and management responsibility was transferred to the Commission Services at the Delegation, implementation experience is not quite relevant today.

Officers who participated in elaboration of earlier tender documentation are also involved now, (preparing and implementation of this project). Officers and specialists from Development and IT, Real Estate Department and Procurement Department have composed specifications of designing and building stations, tender dossiers and technical equipment specifications. The latest experiences are designing and building Narva station (will be ready in summer 2003); building Border Guard School first (built autumn 2002) and second part; preparing and implementation of sea surveillance system; at this time elaboration tender documentation and implementation of building Kärdla and Vasknarva station.
4. Institutional Framework

The Board of Border Guard is subordinated by the Ministry of Internal Affairs (MoIA). The following institutions are involved in the present:
- Real Estate Department of the Board of Border Guard. Department is responsible for implementation of the reconstruction and building works of the project.
- Development and IT Department of the Board of Border Guard. In this department technical development section is responsible for working out the specification of the surveillance units, and implementation of this project component (incl. training).

The School of Border Guard is involved in implementation of the Twinning Light. The representative of personnel department of the Board of the Border Guard will address training issues in the Steering Committee.

Customs is represented at the border check points. There is no customs at the border stations. In case of need the activities will be carried out per previous mutual agreements. The bilateral cooperation agreement between Board of Border Guard and Customs Authorities was signed in November 2001.

Direct beneficiary of the project is the Board of Border Guard. The Board of Border Guard will be the owner of the investments.
5. Detailed Budget

<table>
<thead>
<tr>
<th>Contract 1</th>
<th>Investment Support</th>
<th>Institution Building</th>
<th>Total Phare (I+IB)</th>
<th>National Co-financing*</th>
<th>IFI*</th>
<th>TOTAL</th>
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<tr>
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<td>4500</td>
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<tr>
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<td></td>
<td></td>
<td>3700</td>
<td>3700</td>
<td>0</td>
<td>3700</td>
</tr>
</tbody>
</table>

| Contract 2       |                    |                      | 1628100            | 0                       | 542700 | 2170800|
| (works) – design work, and reconstructing or building of the border stations (Alajõe, Mustajõe, Luhamaa) | | | | | |

| Contract 3 (supply) | Supply and installation of surveillance devices | 1546500 | 0 | 1546500 | 515500 | 2062000 |

| TOTAL               | 3174600 | 150000 | 3324600 | 1065200 | 0       | 4389800 |

Please see ANNEX 9 for the detailed investment costs.

Joint financing principles are used in co-financing. The budget is based on estimations of similar border stations and surveillance devices. Estonian side will provide full support for TWL experts as in-kind co-financing (specified in twinning covenant/terms of reference. See annex 13). TWL co-financing will cover administrative costs such as office costs, transport in country and costs of students.

The amounts for co-financing indicated in the table correspond to cash co-financing. In addition, in-kind contributions from the Estonian administration for effective implementation of the twinning/twinning light may be further detailed in the twinning covenant/Terms of references.

The co-financing expenses will be monitored by the beneficiary and the NAO. For the earmarked co-finance, a clear and verifiable set of costs will be provided. The beneficiary will define which budget lines are the source for co-financing. Flow and stock data on co-finance will be submitted quarterly for steering committees, twice a year to the Sector Monitoring Working Group.

The beneficiary, together with the NAO commits to sound financial management and financial control.

Estonia has foreseen co-financing of the development of the infrastructure (design work, refurbishment of border stations, installation of surveillance devices) at the Estonian border from the state budget. The draft of the Estonian state budget for the year 2003 foresees EUR 142775, 2004 – EUR 713605, 2005 – EUR 157370 and 2006 – EUR 51550 in total amount of EUR
6. Implementation Arrangements

6.1 Implementing Agency

The Implementing Agency is Central Financing and Contracting Unit (CFCU) within the Ministry of Finance (MoF). The CFCU will be responsible for handling tendering, contracting and payments of contracts.

The responsibility for project preparation, actual implementation and monitoring will remain within the responsibilities of beneficiary institution in the Board of Border Guard.

The Programming Authorising Officer/PAO is:
Mr. Renaldo Mändmets
Deputy Secretary General Ministry of Finance
Phone: (+372) 6 113 545
Fax: (+372) 6 966 810
e-mail: renaldo.mandmets@fin.ee

The Programme Officer/ PO is:
Mr. Mart Kirsipuu,
Deputy Secretary General,
Ministry of Internal Affairs,
Phone (+372) 612 5007
Fax: (+372) 612 5087
e-mail: mart.kirsipuu@sisemin.gov.ee

Project leader:
Lieutenant Priit Järvpõld
Senior officer of the Development and IT department
Phone: (+372) 6 922 459
Fax: (+372) 6 922 491
e-mail: priit.jarvpold@pv.ee

A Steering Committee will be established to supervise the project execution and, if needed, to propose adjustments. The Steering Committee will include the representatives of the MoF, EC Delegation in Estonia, Board of Border Guard, MoIA. The specific tasks of the Steering Committee are:
- to supervise the work and progress of the Project Workgroup;
- to supervise that equal opportunity and non-discrimination rules are followed;
- to obtain and consider the views of institutions represented by their members in regard to the project as it progresses, and to reach a consensus viewpoint which encapsulates these separate institutional viewpoints
- To communicate its consensus viewpoint to the Project Manager
- to guarantee that all information needed for the project implementation is available;
- to take necessary steps when there will be delays during the project implementation.
The Steering Committee will meet once in quarter and if necessary, additional meetings will be held, to discuss the above-mentioned issues arising during the implementation of this project.

The Board of Border Guard is responsible for the overall implementation of the project, project leader from Development and IT department is responsible for coordination of the activities and acts as contact person for twinning components (contract 1).

A special unit is responsible for preparation and implementation of contract 2 (construction of border stations). There is a Real Estate Department section in the structure of Board of Border Guard, the main function of which is to organise construction of buildings and facilities and to organise administration of buildings, facilities and immovable property (Statute of Board of Border Guard; RTL 1997, 73, 420). The task of the mentioned department section is to organise projecting and building of stations. The real estate department section has already presented the necessary budget for reconstructing and building new stations. Required documentation on each station will be prepared by June 2003.

The person responsible for preparing designing and building of the stations and for accomplishment is:
Captain Hindrek Piiber
Senior Officer of the real Estate Department Construction Division
Phone: (+372) 6 922 485
Fax: (+372) 6 922 491
e-mail: hindrek.piiber@pv.ee

For contract 3 there is also a Development and IT Department in the structure of Board of Border Guard, the main function of which is to plan and develop communication system and surveillance equipment and to lead and carry out projects (directive no 25 of the Minister of Internal Affairs from May 31, 2002). The mentioned department composed the list and budget for the procurement of technical equipment. They will also specify the required equipment and organise procurement:

Contact person:
Lieutenant Raino Sepp
Senior officer of the Development and IT Department
e-mail: raino.sepp@pv.ee

6.2 Twinning

Direct beneficiary of the project is Estonian Board of Border Guard. There is a need for three high level short term experts to analyse training programme and carry out training in detecting falsified documents. Estonian contact person for twinning experts will be project leader LtPriit Järvpõld (please see 6.1. for the detailed contact).

6.3 Non-standard aspects

No non-standard aspects are foreseen. The project will be implemented under Decentralised Implementation System (DIS) according to Practical Guide to Phare, Ispa and Sapard Contracting Procedure (PRAG).
6.4 Contracts

Contract 1 Twinning light – Phare 150,000 EUR; co-financing 7000 EUR
Contract 2 (works) – design work, and reconstructing or building of the border stations (Alajõe, Mustajõe, Luhamaa) – Phare 1628100 EUR; co-financing 542700 EUR
Contract 3 (supply) Supply and installation of surveillance devices – Phare 1546500 EUR; co-financing 515500 EUR

7. Implementation Schedule
7.1 Start of tendering/ call for proposals

<table>
<thead>
<tr>
<th>Contract 1</th>
<th>Start of tendering</th>
<th>Start of project activity</th>
<th>Completion of contract</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract 2</td>
<td>10.2003</td>
<td>02.2004</td>
<td>05.2005</td>
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<tr>
<td>Reconstruction of the Alajõe Border Guard station, building of Luhamaa and Mustajõe Border Guard station</td>
<td></td>
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<tr>
<td>Contract 3</td>
<td>11.2003</td>
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<td>05.2006</td>
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<tr>
<td>Supply of surveillance devices</td>
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<td></td>
</tr>
</tbody>
</table>

8. Equal Opportunity
During the implementation of the project there will be no discrimination on the grounds of race, sex, sexual orientation, mother tongue, religion, political opinion, national or social origin and birth. Equal opportunities for women, men and minorities will be ensured by the Board of the Border Guard during the implementation of the project and supervised by the Steering Committee. The Estonian laws and regulations concerning the equal opportunities for women, men and minorities will be strictly followed. Equal opportunity for men and women to participate in the project will be measured by recording the experts and consultants employed.

9. Environment
Before building and reconstructing the Alajõe, Luhamaa and Mustajõe border stations a study on the influence upon environment will be carried out according to the Estonian legislation. Estonian Board of Border Guard has previous experience on this field organising environmental assessment for procurement of sea surveillance system.
Environmental assessments of three stations are done (Luhamaa station on 13.01.2003, Alajõe station on 12.02.2003 and Mustajõe on 26.02.2003)

10. Rates of return
As the project has no economical impact it will provide only indirect benefit to the economy by supporting secure environment in broader sense.

Board of Border Guard elaborated feasibility study in November 2002 (see also annex 4).

11. Investment criteria
11.1 Catalytic effect
The implementation of this project will help to continue and speed up the development of infrastructure at the Estonian Eastern border and to achieve the border control and surveillance requirements of the Schengen acquis (see also paragraph 3).
11.2 Co-financing
Estonia has foreseen co-financing of the development of the infrastructure at the Estonian border from the state budget. The draft of the Estonian state budget for the year 2003 foresees EUR 142775, 2004 – EUR 713605, 2005 – EUR 157370 and 2006 – EUR 51550 in total amount of EUR 1065200 for this purpose. In kind co-financing is planned for TWL component to cover administrative costs (see also annex 13).

11.3 Additionality
The project will be implemented, as per thoroughly worked out plan. It does not coincide with other projects and does not replace other financing sources.

11.4 Project readiness and Size
Preparations for working out documents of the project have started. The PPTMF ToR to assist the Estonian Border Guard in elaboration and finalisation of procurement documentation in accordance to Phare rules and familiarise Estonian counterpart in tender evaluation documentation and procedures has been submitted to the MoF. Full set of initial tasks and technical specifications will be elaborated and presented to the MoF by end of September 2003.

The total cost of the project is 4389800 EUR. The budget of the stations has been put together on the basis of the experience from carrying out previous projects for building stations. Factor of 10% has been added due to the price increase in the construction business. The budget for technical means has been compiled on the ground of price comparison of quotations received from various suppliers.

A study on influence upon environment will be carried out according to the law.

A feasibility study compiled by the Board of Border Guard was finalised in November 2002 (see also annex 4).

11.5 Sustainability
Operation and maintenance costs will be covered from the State budget. Official letter of commitment has been sent to the EC Delegation in Estonia in November 2002.
After finalising the project Estonia will grant purposeful usage and maintenance of the Mustajõe, Alajõe and Luhamaa stations and technical means.

In 2001 the maintenance expenditures were 6450 EUR for Alajõe station and 12 160 EUR for Mustajõe station. Resources for these stations are already included in the budget. Luhamaa station will be new unit in the structure of the Border Guard and resources for this station will be foreseen in 2005 budget. Estimated maintenance costs for Luhamaa station are 10 480 per year.

Maintenance costs for equipment are dependent on technical specifications of procured devices. According to our experience maintenance costs for one stationary surveillance unit (radar, camera, heating etc) are approximately 1917 EUR per year. This amount does not include procurement of spare parts (if needed) and maintenance up to 12780 – 31955 EUR. Respective amounts will be foreseen in the budget of forthcoming years according to the number, condition of the equipment and maintenance contracts.

11.6 Compliance with a state aids provision
The whole project is in compliance with state aids provision.

11.7 Contribution to NDP
N/A

12. Conditionality and sequencing

Conditionalities:
- Border Guard will lay down initial tasks for building and drawing up projects for Mustajõe, Luhamaa, Alajõe stations by April 2003.
- To list specifications of technical means by April 2003 (to be composed by TA in May-June 2003).
- Entering of land for Luhamaa and Mustajoe stations in the national land register before the project starts.
- Completion of environmental assessments for each station before the relevant investment can be contracted.

Sequencing
- Start tendering in October 2003.

ANNEXES TO PROJECT FICHE

ANNEX 1 - Logframe planning matrix
ANNEX 2 - Detailed implementation chart
ANNEX 3a - Cumulative contracting schedule (by quarters)
ANNEX 3b - Cumulative disbursement schedule (by quarters)
ANNEX 4 - Extract from Feasibility of the Phare 2003 program “Enhancing border control and development of order surveillance at Estonian eastern border”
### ANNEX 1

**Log Frame Matrix**

**Enhancing border control and Development of border surveillance at Estonian Eastern Border**

<table>
<thead>
<tr>
<th>LOGFRAME PLANNING MATRIX FOR</th>
<th>Programme name and number :</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project title: Development of Estonian Eastern Border infrastructure and procurement of surveillance devices</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Contracting period expires¹: 30 September 2005</td>
</tr>
<tr>
<td></td>
<td>Disbursement period expires²: 30 September 2006</td>
</tr>
<tr>
<td></td>
<td>Total budget: 4,389,800 EUR</td>
</tr>
<tr>
<td></td>
<td>Phare budget: 3,324,600 EUR</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Intervention Logic</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Objective(s)</td>
<td>Efficient border management at future EU external border.</td>
<td>An effective border surveillance and control takes place at the Eastern Border (increased no of border incidents discovered).</td>
<td>1. EU Commissions Progress Reports. 2. Statistics of the Board of Border Guard.</td>
</tr>
<tr>
<td>Project Purpose</td>
<td>Selected problematic border sections satisfactory covered at Estonian eastern border.</td>
<td>1. Increased reaction speed to the events at the border in selected border sections (~1.5 times) (compared 2002 to 2006); 2. Operational (activity) costs decreased (~10%); 3. Bigger territory covered with EO sensors at Eastern Border (8 km) (compared 2002 to 2006); 4. Strengthened capacity for detection of falsified documents at the border crossing points (compared 2002 to 2004); 5. Necessary amendment is included into the border Guard curriculum.</td>
<td>On-site visits; Official reports of the Border Guard Regions, Border Guard statistics; Training materials, certificates</td>
</tr>
</tbody>
</table>

¹ Contracting period expires 2 years after the signature of the Financing Memorandum.
² Disbursement period expires 3 years after the signature of the Financing Memorandum.
## Results

Infrastructure is established at the Alajõe, Luhamaa and Mustajõe stations at the Eastern border of the Republic of Estonia, the stations have special surveillance devices and the BG has a comprehensive curricula and capability in detection of falsified documents.

The concrete results are the following:

3.4.1 Curriculum of basic training of operational staff meeting the requirements of “Catalogue of Recommendations for the Correct Application of the Schengen Acquis and Best Practices” and 45 officials trained in detection of falsified documents and 20 officials trained for in-depth checks.

3.4.2 Three border stations constructed and equipped at Estonian eastern border:
- 3.4.2.1 the Alajõe border station is reconstructed;
- 3.4.2.2 the Luhamaa border station is built, furnished and equipped;
- 3.4.2.3 the Mustajõe border station is built, furnished and equipped;

3.4.3 Two vehicle based and one stationary surveillance devices are put into operation.

### Activities

<table>
<thead>
<tr>
<th>Activity 3.4.1</th>
<th>Means</th>
<th>Cost (EUR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within current project a short-term expert analyses border guard curricula</td>
<td>Contract 1 - Twinning light component</td>
<td>Phare 150 000 Estonia 7000</td>
</tr>
</tbody>
</table>

### Means

- Assessed curricula of border guard / recommendations (April 2004);
- Training of detection of falsified documents are conducted in two parts:
  - 10day training sessions (discovering falsified documents) will be held for 3 groups (a 15 officials) of II grade specialists (Apr 2004);
  - 10day training sessions (high level control and teaching) will be held for 2 groups (a 10 officials) of III grade specialists (Apr 2004);
- Alajõe border station is reconstructed (May 2005);
- Luhamaa border station is constructed (May 2005);
- Mustajõe border station is constructed (May 2005);
- Surveillance devices procured and operative (May 2005).

### Cost (EUR)

- Phare sectoral Monitoring Reports prepared by the MoIA and the Board of Border Guard;
- Written assessment/recommendations on curriculum;
- Documentation related to training, feedback from students;
- Reports of contractors;
- Reports of project leaders;
- On-site visits.

### On time supply necessary equipment (computers, fax, telephones, special radios, cars etc) for Luhamaa station. Contracts implemented on time.

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5 Council of the European Union (Brussels, 8 February 2002) document 5018/1/02 REV 1 SCH-EVAL 1 COMIX 4
and gives recommendations to the organisation of training according to EU best practices. Also a training course on detection of falsified documents for document experts is provided on the basis of the Schengen activity plan. (SCH/Com-ex (98) decl 1). The basis is also Council Recommendation of 28 May 1998 on the provision of forgery detection equipment at ports of entry to the European Union (OJ C 189, 17/06/1998 p. 0019 – 0020).

A short-term expert (expert B) will carry out a training course for the II grade specialists in the field of discovering falsified documents. During 3 10-days courses 45 officials will be trained. III grade experts (20 officials) will be trained in teaching specialists and high-level control by short-term expert C. Course includes 10-days training sessions for two groups (a’ 10 officials).

**Member State project leader** (10000 EUR; 12 working days over 5 months)

Tasks of the MS project leader
- Project monitoring;
- Budget monitoring;
- Delivering invoices to the CFCU;
- Supervision of report writing and reporting;
- Coordination of project activities and backoffice support

<table>
<thead>
<tr>
<th>Role</th>
<th>Budget 1</th>
<th>Budget 2</th>
<th>Budget 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expert for analysis of curriculum</td>
<td>58000</td>
<td>400</td>
<td></td>
</tr>
<tr>
<td>Expert for training II grade specialists on discovering falsified documents</td>
<td>37900</td>
<td>4500</td>
<td></td>
</tr>
<tr>
<td>Expert for training III grade specialists on high level control</td>
<td>35400</td>
<td>2100</td>
<td></td>
</tr>
<tr>
<td>MS project leader</td>
<td>10000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Audit certificate</td>
<td>5000</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Reserve</td>
<td>3700</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>
### Activity 3.4.2
Design work and building of the stations (Alajõe, Mustajõe, Luhamaa border station)

1. Design work and reconstructing of Alajõe station
2. Design work and building of the Luhamaa border station
3. Design work and building of the Mustajõe border station

### Activity 3.4.3
- Procurement and installation of surveillance devices

<table>
<thead>
<tr>
<th>Contract 2 (works)</th>
<th>Alajõe station</th>
<th>Luhamaa station</th>
<th>Mustajõe station</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Design work and reconstructing of Alajõe station</td>
<td>46225</td>
<td>154075</td>
<td></td>
</tr>
<tr>
<td>2. Design work and reconstructing of Luhamaa station</td>
<td>615450</td>
<td>205150</td>
<td></td>
</tr>
<tr>
<td>3. Design work and reconstructing of Mustajõe station</td>
<td>550425</td>
<td>183475</td>
<td></td>
</tr>
<tr>
<td>Contract 3 (supply)</td>
<td>One international open tender to supply mobile and stationary surveillance devices.</td>
<td>1546500</td>
<td>515500</td>
</tr>
<tr>
<td>Total amount</td>
<td>3,324,600</td>
<td>1,065,200</td>
<td></td>
</tr>
</tbody>
</table>

### Preconditions
- Border Guard will lay down initial tasks for building and drawing up projects for Mustajõe, Luhamaa, Alajõe stations by April 2003.
- To list specifications of technical means by April 2003.
- Entering of land for Luhamaa and Mustajõe stations in the national land register before the project starts.
- Completion of environmental assessments for each station before the relevant investment can be contracted.
### ANNEX 2

#### Detailed implementation chart

**Enhancing border control and Development of border surveillance at Estonian Eastern Border**

<table>
<thead>
<tr>
<th>Contract 1</th>
<th>Twinning light</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>STA A</td>
<td></td>
<td>T</td>
<td>C</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>STA B</td>
<td></td>
<td>T</td>
<td>C</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>STA C</td>
<td></td>
<td>T</td>
<td>C</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Project leader</td>
<td></td>
<td>T</td>
<td>C</td>
<td>I</td>
<td>I</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Contract 2</th>
<th>(works) – design work, and reconstructing or building of the border stations (Alajõe, Mustajõe, Luhamaa)</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>T</td>
<td>T</td>
<td>T</td>
<td>C</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Contract 3</th>
<th>(supply) Supply and installation of surveillance devices</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>T</td>
<td>T</td>
<td>T</td>
<td>T</td>
</tr>
</tbody>
</table>
### ANNEX 3 A
CUMMULATIV CONTRACTING SCHEDULE

**Enhancing border control and Development of border surveillance at Estonian Eastern Border**

<table>
<thead>
<tr>
<th>Contract</th>
<th>Description</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>30.09</td>
<td>31.12</td>
<td>31.03</td>
</tr>
</tbody>
</table>
|          | **Contract 1**  
Twinning light                                                                 |        |       |       |       |       |       |       |       |       |       |       |       |
|          |                                                                              | 150000     |       | 150000 |       | 150000 |       | 150000 |       | 150000 |       | 150000 |       | 150000 |       |
|          | **Contract 2**  
(works) – design work, and reconstructing or building of the border stations (Alajõe, Mustajõe, Luhamaa) |        |       |       |       |       |       |       |       |       |       |       |       |       |       |
|          |                                                                              | 1628100   |       | 1628100 |       | 1628100 |       | 1628100 |       | 1628100 |       | 1628100 |       | 1628100 |       |
|          | **Contract 3**  
(supply) Supply and installation of surveillance devices                        |        |       |       |       |       |       |       |       |       |       |       |       |       |       |
|          |                                                                              | 1546500   |       | 1546500 |       | 1546500 |       | 1546500 |       | 1546500 |       | 1546500 |       | 1546500 |       |
|          | **TOTAL**                                                                  | 0         | 150000 | 1778100 | 3324600 | 3324600 | 3324600 | 3324600 | 3324600 | 3324600 | 3324600 | 3324600 | 3324600 | 3324600 | 3324600 |
ANNEX 3 B  
CUMMULATIV DISBURSEMENT SCHEDULE

Enhancing border control and Development of border surveillance at Estonian Eastern Border

<table>
<thead>
<tr>
<th>Contract 1</th>
<th>Twinning light</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>30.09</td>
<td>31.12</td>
<td>31.03</td>
<td>30.06</td>
</tr>
<tr>
<td></td>
<td></td>
<td>50000</td>
<td>150000</td>
<td>150000</td>
<td>150000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Contract 2</th>
<th>(works) – design work, and reconstructing or building of the border stations (Alajõe, Mustajõe, Luhamaa)</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>30.09</td>
<td>31.12</td>
<td>31.03</td>
<td>30.06</td>
</tr>
<tr>
<td></td>
<td></td>
<td>488400</td>
<td>732700</td>
<td>976900</td>
<td>1221100</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Contract 3</th>
<th>(supply) Supply and installation of surveillance devices</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>30.09</td>
<td>31.12</td>
<td>31.03</td>
<td>30.06</td>
</tr>
<tr>
<td></td>
<td></td>
<td>464000</td>
<td>696000</td>
<td>928000</td>
<td>1160000</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>0</td>
<td>50000</td>
<td>638400</td>
<td>1346700</td>
</tr>
</tbody>
</table>
5. CONCLUSIONS AND PROPOSALS

5.1 Conclusions

The officials of Estonia have paid more attention to developing the infrastructure of the eastern border in 2002, making implementation of the National Plan for the Adoption of the Acquis (NPAA) 2002-2003 possible – to continue reconstruction of the mentioned Narva station and to continue reconstruction works of the Vasknarva station. The state is also supporting the plan to build the Luhamaa and Mustajõe stations, reconstruct the Alajõe station and procure surveillance equipment (co-financed by National Investment Programme 2003 - 2006) in the frame of the Phare programme.

Annual increase of the operational costs of the border guard in inevitable in order to avoid standstill and degeneration, declining from the achieved level: - increase of the staff is inevitable, adding surveillance -, communication – and counting means will bring along increase of operational costs. Costs for electricity, operational and maintenance materials and service will also increase. Due to insufficient number of investments uneconomic real estates have to be kept in operation, running costs of which are rapidly increasing.

Mustajõe, Alajõe, Narva, Vasknarva stations are in the most critical situation facing the danger to be closed, since they do not meet the requirements set with the norms of legislation (requirements for constructions, environmental requirements).

Referring to the above, the Mustajõe and Alajõe stations have been included into the current project from the urgent need to improve the infrastructure and capability of the eastern border on the bases of these two stations. Luhamaa station will be a new station aiming to ensure better border guard activity at the eastern border. The three mentioned stations together with border stations of Narva-Jõesuu and Lake Peipus are the priorities of the Board of Border Guard. The main reason these stations were not built earlier was lack of border guard financial resources. For today the government has also accepted the necessity of building the mentioned stations (budgetary money for these stations is included into the National Investment Programme 2003 – 2006).

At Estonian eastern border, the future EU external border, it is also necessary to build a Narva-Jõesuu border station and one border station by Lake Peipus (instead of Omedu and Ninasi stations). These two stations could not be included to the current project because the land property and specific location issues have not been solved. As regards Toila and Narva-Jõesuu stations, the location of these stations must be decided and land procured before construction works. Also due to many capacious ongoing or planned projects (procurement of sea surveillance system; reconstruction of Border Guard School, Narva and Vasknarva border stations) it is not possible for Estonia to construct Luhamaa, Mustajõe and Alajõe border stations and procure surveillance equipment on its own.

---

6 Controlled by European Commission Delegation in Estonia
The Phare support for “Enhancing border control and Development of border surveillance at Estonian Eastern Border” programme is necessary. The Estonian co-financing of the project is also planned. Construction of the above stations and procurement of surveillance devices will be postponed up to unknown time without necessary support.

5.2 Proposals

5.2.1 Alajõe station

Design works and reconstruction of the Alajõe station is necessary and inevitable. Activities listed in the project fiche are well grounded to equip Alajõe station with proper service -, housing – and sanitary facilities, where border guards could plan and organise guarding of the border, get prepared for the service, rest after patrolling activities and eat. Vehicle garages need extensive repairs, since the electrical system is out of order and there is no heating. Hovercraft hangar needs to be insulated to ensure longer lifetime of the hovercraft. The territory has to be fenced and guarded of course, in order to minimize creation of “secondary” jobs (guarding and maintenance of the territory) for border guards and to enable to direct all the forces to border surveillance. Expenses listed in the budget are well justified to grant normal functioning of the station and border guard activities.

The initial task of designing the Alajõe station has to be ready for April 2003 and prepare relevant tender documents, that has to be ready for the end of June 2003.

5.2.2 Mustajõe station

Design works and building of the Mustajõe station in the new location is necessary and inevitable. The feasibility study proves clearly that it is irrational to keep the station in operation in the present location and condition. It is not reasonable to renovate the existing buildings of the Mustajõe station.

Mustajõe station will be built in the new location in order to:
- secure faster reaction to the events on the border;
- have a better overview of the situation at the border;
- economise operational costs of the station;
- improve infrastructure.

Activities listed in the project fiche are well grounded to equip stations with normal service -, living – and sanitary facilities, where border guards could plan and organise border surveillance, get prepared for the service, rest after patrolling activities and eat. Expenses listed in the budget are well justified to ensure normal functioning of the station and border guard activities.

Problems listed under article 2.1 of the present feasibility study will find their solution in the new building of the station. New Mustajõe station is connected with the surveillance equipment procured in the frame of the same project. If the new station building is not built, the new surveillance equipment will not be installed into the old building. Instead, a station on River Narva, meeting relevant conditions, has to be found.

The initial task of designing the Mustajõe station has to be ready for April 2003 and prepare relevant tender documents, that has to be ready for the end of June 2003.
5.2.3 Luhamaa station

Design works and building of the Luhamaa station is necessary and inevitable. The feasibility study proves clearly the necessity of the new station building.

Building of the Luhamaa station to the Estonian Kagu Border Guard Region would reduce the length of the border section guarded by one station to 30 kilometres (in average). Border sections guarded by one station must not become too long (more than 30 km), in case of which the station staff would loose an overview of its border section and the operational costs of the transport vehicles would also increase. Distances between the station and the border sections will also reduce from 11-25 km before to 500m-18km in the new station enabling to increase the reaction capability of the border guard to the incidents at this section of the eastern border.

The new location also enables to bring additional forces quicker to the check point and, if necessary, to close the territory in order to prevent unauthorised (henceforth - illegal) crossings of border and entering inland.

Activities listed in the project fiche are well grounded to ensure stations with normal service -, living – and sanitary facilities, where border guards could plan and organise border surveillance, get prepared for the service, rest after patrolling activities and eat. Expenses listed in the budget are well justified to grant normal functioning of the station and border guard activities.

In connection with the establishment of the Luhamaa station, all necessary documents must be prepared in 2003 to get them approved latest in the beginning of 2004. Mentioned activities are necessary to grant legal ground for the activities of the stations and to enable to plan necessary maintenance costs into the budget of 2005 and to find resources to procure other equipment (computers, copy machine, telephones, radios, cars, office expenses) in the year 2004.

The initial task of designing the Luhamaa station has to be ready for April 2003 and prepare relevant tender documents, that has to be ready for the end of June 2003.

5.2.4 Surveillance devices

It is needed to procure stationary as well as mobile surveillance equipment for the eastern border. Equipment to be procured would strengthen border guarding. Procured surveillance equipment will make it possible to cover an important section of the River Narva or 9% of its total length. Besides in 8 hours it is possible to cover with mobile surveillance equipment additionally 16 km or 7 % of the river and land border at the eastern border.

In case the equipment is not procured, the coverage of the region with technical surveillance (more efficient border surveillance) at the border section will be postponed at least 3-4 years.

The initial task of procuring surveillance equipment has to be ready for April 2003 and prepare relevant tender documents, that has to be ready for the end of June 2003.

5.2.5 Training

The present knowledge and experience level of the officials working at the future external border of the EU has to be analysed. Proposals have to be presented regarding improving training of the border guards on the basis of the “Catalogue of Recommendations for the Correct Application of the Schengen Acquis and Best Practices” or other documents concerning the subject. An
overview is needed regarding what is needed and how much and how to train the border guards in connection with Estonia joining the EU (regarding crossing the border and border surveillance).

Knowledge and experience in detecting falsified documents has to be improved. As the Border Guard School ensures the first level training, emphasis should be paid to the second and third level training.

In order to grant continuation of the specialists teaching the subject at the Border Guard School, the latter has to take part in the training courses dedicated to the detection of falsified documents. Other participants of the training courses must be also able to pass the acquired knowledge to the border guards in different Border Guard Regions.

Thanks to co-operation between different authorities, specialist of the Police Board and Estonian Citizenship and Migration Board can also take part in the mentioned training.

Terms of Reference has to be drawn up for the experts no later than for February 2003 in order to ensure the application to be given in duly and to find necessary experts in the frame of the project.